

railroad station. This private crossing is used by practically everyone in Hilt, as it connects the lumber plant, county road and station with the store, postoffice and residence part of town. There is also a private road leading from it to the state highway, about half of the distance being over substantially the same route as the survey of the proposed road. This private road is occasionally traveled by teams but is practically impassable for automobiles.

The town of Hilt, with its present population of some 400 or 500 people, depends almost entirely on the lumber industry. All the townsite, including the streets and all of the dwellings and buildings, except the railroad station and a saloon, are owned by the Fruit Growers' Supply Company. This company is anxious to keep its property as isolated as possible principally on account of fire risks and labor troubles. The streets and grade crossing have therefore been kept private.

The Southern Pacific Company operates four passenger trains and two freight trains through Hilt each way every day with occasional extra freight trains. The Shasta Limited and two through freight trains pass through Hilt at high speed in order to gain momentum with which to climb the adverse grades ahead of them, Hilt being located near the low point between these grades. All other trains slow down or stop at Hilt. The local or way freights which do switching at Hilt, are due at 10:40 P.M. and 1:10 A.M.

It is anticipated that a great deal of travel will come in from Oregon over the proposed road, as Hilt is the first town south of Ashland that has a store and saloon.

The local travel to be accommodated is very light, consisting of about six or eight automobiles and teams from Hilt and some half dozen teams and automobiles belonging to the ranchers.

living along Cottonwood Creek just southwest of Hilt. These ranchers and the prospectors and miners in the hills to the west trade principally at Hornbrook, eleven miles south of Hilt, using the county road, over the two dangerous Bailey Hill crossings to the state highway. Everyone appears anxious to close these crossings and the county contemplates building an additional county road down Cottonwood Creek to Hornbrook in order to eliminate them. Altho the merchants of Hornbrook have offered considerable financial aid in behalf of this road there appears no likelihood of its being built within two years time.

From the testimony submitted, we think a careful investigation might show that the present county road could be carried to the southwest of Bailey Hill and parallel with the railroad, straightening the road, shortening the distance from Hilt and eliminating the two dangerous crossings at Bailey Hill. It is quite possible that such an improvement could be made for less than the \$2,200. which the viewers estimate as the cost of the proposed road over the crossing applied for. It appears from the testimony that the two dangerous crossings at Bailey Hill would remain open even if the crossing applied for were granted and the new road built. Comparing distances over the proposed road with those over the county road by Bailey Hill, we find the distance from Hilt to the state highway will be shorter by about two miles; the distance to Hornbrook will be longer by about a mile and the distance to Ashland will be shorter by about three miles.

The crossing applied for is located in a dangerous situation from the point of view of railroad traffic, it being only 155.8 feet south of the switch to the supply company's spur. If a long freight train were standing on the passing track while switching was being done at the supply company's spur, the standing train would have to be cut at the crossing. Switching

would then be done on the main line and spur behind cars and out of sight of anyone approaching the crossing from the east within 125 feet of it. Approaching the proposed crossing from the west the view to the south would be almost entirely cut off by high ground and the view to the north from the west side would be more or less obscured by the station and warehouse and such cars as might be standing on the supply company's spur tracks. The Commission's engineer made a careful investigation on the ground and a full report.

The supply company is willing to give a right of way over a small point of its land for the road to be built in connection with this crossing, but declined to grant a right of way to the county and to make public the present private and much traveled crossing at the station, which would be the desirable location from all other points of view. The railroad company is willing to allow the use of a 34 foot strip of its right of way as a road to connect the proposed road as surveyed with the present crossing at the station, if the supply company will grant the use of the crossing. This would do away with the need of the crossing applied for and eliminate the dangerous Bailey Hill crossings. If more space were needed it would favor cancelling its lease to the supply company for part of its right of way on which the store and planked roadway adjoining it are located, rather than have an additional grade crossing. It is opposed to the proposed additional crossing because of danger of accidents, interference with its service, and the absence of public necessity.

The Commission is now engaged in a careful study of all dangerous grade crossings in the state and is taking necessary steps to make them as safe as possible until it may become practicable to generally separate grades at railroad crossings. The establishment of an additional crossing at Hilt or in its vicinity under the circumstances here presented would

be entirely contrary to such a movement. The application should be denied.

O R D E R.

BOARD OF SUPERVISORS OF SISKIYOU COUNTY having filed with the Railroad Commission petition to said Board by certain residents requesting the location of a public highway across the tracks of Southern Pacific Company at grade near Hilt, Siskiyou County, and a public hearing having been held thereon and it appearing that a single outlet from Hilt to the state highway is sufficient, and that the public convenience which would be served by the crossing applied for does not outweigh the added hazard and risk both to the users of the proposed road and to the carrier, and that the safety of the traveling public would be further jeopardized thereby,

IT IS HEREBY ORDERED that the application be and it is hereby denied without prejudice.

Dated at San Francisco, California, this 29th day of March, 1916.

Max Thelem
A. S. ...
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Commissioners.

